

TUESDAY..... FEBRUARY 29, 1876.

For President of the United States:

B. H. BRISTOW,

SUBJECT TO THE DECISION OF THE

REPUBLICAN NATIONAL CONVENTION

FARES AND FREIGHTS ON THE
CENTRAL PACIFIC RAILROAD.

We print elsewhere a part of the speech delivered by Hon. Lawrence Archer in the California Assembly a few days ago, upon the substitution for Assembly Bill No. 182, "An Act prescribing the maximum rate which may be charged for the transportation of passengers and freight on the railroads of California." The reader of the portion of the speech we have copied will bear in mind that the speaker stated, in his introductory remarks, that his statistics had been gleaned from authentic sources, and that he has endeavored to avoid all misstatements or miscalculation. He claimed it has been shown that the Legislature possessed the power, and the people expected action on the matter, that no such difficulties and mysteries encompassed the subject as has been claimed, and denounced it as arrogant for one class to say they alone monopolize the wisdom necessary to the enactment of a fair and proper scale of charges. In concluding his argument Mr. Archer reviewed the power vested, claiming it to be unlimited except by the will of the corporation: that such a state of affairs was an anomaly in our system; that it gives the corporation power to raise money by advances of tariffs of charges; that such a power was destructive of freedom, and of the principles of independence descending from "Magna Charta" and the "Declaration," and appealed for a reform of the cause of such results. He had striven to do his duty in the matter, believing a great wrong existed and that the Legislature has the power and should apply the remedy. He claimed there was no party question involved, and Republicans and Independents should stand up to assist in the reform.

His position is similar to that maintained and advanced by this paper. As we see by the proceedings of the Assembly on Saturday last the bill was ordered to engrossment by the decisive vote of 65 to 9. The bill will come up for final action today. There is no doubt of its passage by nearly as large a majority as that given for its engrossment. The Senate is also, it is said, in favor of its passage, and if so glorious a victory for the people will have been achieved California declaring in favor of the power to regulate fares and freights, it will be in order for Nevada to follow the example. The maximum passenger rate in this State is twenty cents per mile. In relation to freights it is still more favorable. These rates are greatly in excess of what it should be and a reduction of sixty per cent would still leave a reasonable compensation. The people must be vigilant during the coming campaign. They must see to it that legislators are elected who believe that the State has the power to regulate fare and freights on that portion of the Central Pacific Railroad in Nevada, and so believing will enforce that power. The Central Pacific Railroad has run things too long already in this State.

Russia, says an exchange, is a great manufacturer of beet root sugar, which constitutes two-thirds of her supply. Foreign sugars are mostly refined in her sugar-houses. The total sugar manufacture is valued at 21,000,000 roubles. Brandy is very largely produced, chiefly from grain and potatoes mixed, and the revenue from it forms one third of the Russian budget. Within ten years beer has been introduced; the Government fosters the breweries as a means of breaking up the terrible brandy-drinking habits of the people. In 1871, 27,000,000 gallons of beer were produced. Statistics show that between 1864 and 1870, the annual production of beer in Russia had increased more than 4,000,000 of gallons, while the consumption of spirit had diminished by upwards of 5,000,000. Still, the quantity of spirits consumed in 1870 amounted to nearly twice and a half that of the beer drunk during the year. Hops are high and barley poor, so that high prices of beer interfered with the change.

FARES AND FREIGHTS.

THE CENTRAL PACIFIC RAILROAD CO. State in their annual report for 1874 (see pages 754 and 755, Poor's Railroad Manual for 1875) that the total cost of their main line and branches, 1,222 miles of road, is \$139,746,311. This would equal \$114,350 average cost per mile, and that of this amount the sum of \$54,275,500 is for stock issued and paid in full. The balance of the cost is represented in bonds and amount due the United States. The report also shows that \$6,080,000, or \$41,600 per mile of bonds have been issued on the San Joaquin Valley branch, and \$7,497,000, or \$50,000 per mile have been issued on the Oregon branch of their road. The San Joaquin and Oregon branches, which are mortgaged for \$40,000 to \$50,000 per mile for construction purposes, are built in the San Joaquin and Sacramento valleys, where the grades are very light and no rock work to be done. No rolling stock has been placed on these roads except that belonging to the Central Pacific main line. These roads can be constructed for less than \$20,000 per mile without rolling stock and still give the builders a fair profit on actual cost. It has been claimed that they should make their charges for freights and passengers so as to pay a fair interest, not on their actual cost of say \$20,000 per mile, but on a fictitious cost of \$114,000. Should this claim be entertained for a moment? I think not. In the effort to make a large rate of interest on their alleged investment of \$114,000 per mile on these branch roads, they have established a tariff for transportation higher than is charged in any other portion of this State, the effect of which is to impoverish the people of these valleys, and must practically prohibit the settlement and improvement of the finest portions of our State by an industrious, producing population.

The aid furnished to the Central Pacific Railroad at various times by the State and by the several counties and cities along its line was given for the purpose of securing to the people a cheaper and more expeditious means of communication between the different portions of the State, and to bring the products of the soil to the business centers at rates that would not only justify the farmer to improve the country, but would yield the carrier a fair return on his actual investment and still enable the roads to be operated at a large per cent. of profit on their actual cost of construction.

As there are but four real stockholders in this company, it is interesting to contemplate the magnificent results of this enterprise. No one supposes that any considerable sum of individual money was ever invested in this road, and yet the reports show fifty-four millions in coin of paid up stock, and other stupendous undertakings have been carried on by the corporation in question, such as building the Ohio and Chesapeake Railroad; also, the Southern Pacific, the Oregon and San Joaquin branches of the Central Pacific, obtaining by purchase the control of the California Steam Navigation Company, Wells, Fargo & Co's Express, all the Oregon railroads, the ferries from San Francisco to Oakland and Alameda, certain street railroads, and last but not least the steamship line to China and Japan. It is said by the officers and employees of this gigantic monopoly that they cannot transport passengers or freight at less rates than are now charged, and that a reduction would cut off the little interest now made on the investment, and entail upon them bankruptcy. What is the cost per mile of the road constructed by the Central Pacific? We claim that it did not exceed 33 per cent. of the reported cost. The precise cost of the roads is not known by the public.

EXAMINED AS TO EARNINGS.

The earnings of the Central Pacific Railroad for the year 1875, as is shown in my report, are upwards of \$17,000,000. The operating expenses, as given by themselves, are 41 per cent. Deducting the operating expenses and the interest on their mortgage bonds, and there remains over \$7,000,000 of net profit for the year, or say, seven per cent. (gold) interest on a capital of \$100,000,000.

The receipts of the Central Pacific Railroad Company for 1874 were equaled by but four roads in the United States, viz., the New York Central, New York and Erie, Pennsylvania Central and Lake Shore Michigan; while the gross earnings of several other great roads like the Chicago, Burlington and Quincy, Chicago, Milwaukee and St. Paul, the Chicago and North Western, with more miles each of track, were several millions of dollars less than the gross earnings of the Central Pacific for the year 1875. If the earnings per mile of the Central Pacific are greater than most of the great railroads of the East, and their operating expenses but 41 per cent. of their earnings, while the operating expenses of Eastern roads average 60 to 70 per cent. of their receipts, it proves beyond all question that the rates for passengers and freight on the Central Pacific are immensely greater than on the great railroads

FARES AND FREIGHTS.

of the East, which send over their roads thirty to sixty passenger and freight trains daily—when but four to eight trains per day pass over the Central Pacific. Governor Stanford, in his statement to the Senate Committee on Corporations in 1874, says that the tonnage of Eastern roads per mile are from three to thirteen times greater than the tonnage of the Central Pacific. If the Eastern rates were as high as those of the Central Pacific, their gross receipts per mile, in place of being less, should be from three to thirteen times greater per mile. All railroad statistics prove that the average rate charged for passengers and freight by the Central Pacific are more than two hundred per cent. higher than the average rates charged on roads of the same class in the Eastern States, and that the expense of maintaining and operating per mile on the Central Pacific is much less than on Eastern roads. In his statement to the Senate Committee on Corporations in 1874, Governor Stanford places great stress on the high prices paid by the Central Pacific for fuel. The price of wood on the Central Pacific will average less than in the East. Coal costs the Central Pacific \$4 per ton delivered on their line at Ogden; the cost of coal to Eastern roads is from \$1 50 to \$4 per ton. Owing to the low rate of speed attained on the trains of the Central Pacific a cord of wood or a ton of coal will make at least 33 per cent. more mileage than is made on roads like the Central Pennsylvania, where passenger trains are run thirty to forty miles per hour over heavy grades. Owing to the frequent rains and floods in the East, and the severe winters, the cost of keeping the track in repair per mile is much greater than in California, where, with the exceptions of a few miles in the Sierra Nevada mountains, no extra track-men are required during the winter to keep up the track; the price paid for labor by the railroads in California, which employ Chinamen for track-men, is not in excess of prices paid by Eastern roads. The average cost of operating Eastern roads is from 60 to 70 per cent. of their receipts; while in California the per cent. is 41 01; the operating expenses include new rails, new cars and locomotives. I now submit for consideration

A COMPARATIVE STATEMENT
OF THE NET EARNINGS OF THE ILLINOIS
RAILROADS WITH THE NET EARNINGS OF THE
CENTRAL PACIFIC, AND ALSO WITH ALL THE
RAILROADS IN THE UNITED STATES EAST OF
NEVADA:

Total length of railroads in Illinois, miles.	8,073
Total net earnings for 1874, \$21,151,601 00	
Net earnings per mile or road, 2,680 00	
Total value of railroad in the U. S.	
January 1, 1875, 70,275	
The net earnings of which were \$17,718,162, or per mile, \$254 00	
Total length of C. P. and branches, miles, 1,222	
Total net earnings for 1874, \$8,467,186 00	
No earnings per mile of road, 6,929 00	

These statistics prove that the net earnings or profits per mile of the Central Pacific are nearly three hundred per cent. greater than the average net earnings of either the Illinois roads or of the railroads of the United States.

The average profit per mile on the Central Pacific is for its entire length of line. If the profits per mile of the California portion of their road could be obtained, it would show a much larger proportion of net earnings, as there is a very little local business on that portion of their road east of California.

JONES' "SPHYNX."

Senator Jones says that without exception all the newspaper articles purporting to describe what his bill or speech on the silver coinage question will contain are unauthorized, incorrect or imperfect. He withholds a description of his plan until his explanatory argument is ready to accompany it. Senator Jones has not yet fully matured his contemplated proposition in regard to the legal tender use of silver; but one of its main features will probably be a provision for making United States Treasury certificates based on individual deposits of silver with the Government a legal tender for large amounts. The Senator does not agree with those who think it necessary to submit to a depreciation of this great product by England and Richard Warner. Jackson is eighteen years of age and the others thirty. They were all well dressed and rather prepossessing in appearance. To-day Jackson made a full confession, not only of the robbery of the Kerns, but of other depredations which they committed in traveling through the country. They had been operating in the vicinity of Downieville and Campionville. This adds another to the already long list of the gangs of desperadoesaged in this vicinity and is a source of no little satisfaction to the people.

GANG OF ROBBERS ARRESTED.

MARYSVILLE, Feb. 26.

The three men arrested in Colusa

on Wednesday on suspicion of being

the party that robbed Kerns in this

place on Monday night were brought

here yesterday by Deputy Marshal

Gorman. They give their names as

Thomas Jackson, Henry Bernard and

Richard Warner. Jackson is eighteen

years of age and the others thirty.

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The Archer Railroad Fare and Freight Bill.

SACRAMENTO, Feb. 26.

It is now understood that the cau-

cous of the Democratic Senators and

Assemblymen last night was upon

railroad legislation. The Democrats

support the Archer Fare and Freight

bill and demand its passage as a

party measure. It is stated that the

count has been made of Senators

TELEGRAPHIC MELANGE.

Summary of Important Telegrams.

Serious Charges Against the Management of the Odd Fellows' Savings Bank.

SAN FRANCISCO, Feb. 26.

David Meeker, one of the twenty-three corporate members of the Odd Fellows' Savings Bank of this city, has come out in a pamphlet addressed to the 8,000 depositors in the bank, in which he makes serious charges of mismanagement of the affairs of the institution under the presidency of Abram Block. Mr. Meeker has been Vice President of the bank since its organization. His charges, in brief, are that the President has made loans without the knowledge of the

Finance Committee by virtue of authorization to that effect from the committee, which the Committee of Investigation appointed shortly after the failure of the Bank of California declared to be in excess of the powers of the Finance Committee. He also charges the President with loaning about \$2,500,000 on the stock of half

private corporations, nearly half of which was in Spring Valley stock and a large amount in the stock of the Bank of California. Some of these loans have resulted in a loss to the bank of \$177,500. Meeker also claims that the January dividend of

the bank was patched up and represented a fictitious state of affairs. The pamphlet is quite lengthy, dealing largely in details, figures and argument. Some grains of allowance may be admitted, owing to Meeker's reputation of being somewhat captious and criticizing in a general way.

The above article has elicited the following answer from Mr. Block:

MRS. ALTA.—SIRS:—David Meeker having seen fit to furnish the *Evening Post* of this city with an article having particular reference to the undersigned individually, and as President of Odd Fellows' Savings Bank, I beg leave to stat, that I purpose to give him an opportunity of proving his assertions before the proper tribunal, as it is my intention to immediately institute criminal proceedings against him for libel. As to my course and acts as President of the bank, my almost unanimous re-election, in the face of the unfair, ungenerous and vindictive opposition waged by Mr. Meeker, is my best vindication. Concerning the statements as to the condition of the bank, I will only remark that they are discolored and evidently intended to mislead; but as to those matters I shall leave the Board of Directors to take such action as they may deem advisable, if considered worthy of notice.

A. BLOCK.

SAN FRANCISCO, Feb. 26, 1876.

SHOCKING ACCIDENT.

STOCKTON, Feb. 26.

A painful if not fatal accident occurred in this city about 3:30 o'clock this morning. As near as we can learn the particulars are as follows: Miss Susie Hunt, a teacher in the Jefferson school in this city, had been attending a ball last night at Mozart Hall, and returning home shortly after 3 o'clock this morning she was laying aside her ball dress with her mother's assistance, and while thus engrossed her clothing took fire, it is supposed, from a match accidentally ignited on the floor by stepping on it. Almost instantly the inflammable material of which the dress was composed was in a blaze. Her mother, while endeavoring to subdue the flames, had her hands severely burned. The young lady was so badly burned that it is feared her injuries may prove fatal. Medical assistance was immediately summoned, and all done that could be to alleviate her sufferings. The occurrence was a sad close to an evening's pleasure and casts a shade of gloom over all who participated therein.

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The Archer Railroad Fare and Freight Bill.

TUESDAY..... FEBRUARY 20, 1876.

TOWN AND COUNTY.

YESTERDAY'S STOCK REPORT.

Street Quotations.

10:40 O'CLOCK A.M.
 Ophir, \$5 Belcher, \$7
 Union Con., 11 Justice, 47
 Mexican, 20 California, 410
 Imperial, 90 B & B 63
 Imper. 10 asked Sivage, 18
 Alpha, 30 asked Exchequer, 14%
 Overman, 72% Succor, 24
 Jacket, 100 H & N, 47
 G & C, 21%

Morning Board.

11:35 Ophir, \$5 1/2 55 1/2
 3140 Mexican, 26 1/2 26 1/2 26 1/2 26 1/2 25 1/2 25 1/2
 300 G & C, 21 1/2 21 1/2
 11:35 B & B 63 1/2 64 1/2 65 1/2 65 1/2 65
 10:30 Sivage, 18 1/2 18 1/2
 450 Chollar, 94 1/2 94 1/2
 30 H & N, 47 49
 815 Crowe Point, 25 1/2 25 1/2
 170 Jacket, 102 1/2 103 1/2
 615 Imperial, 10 1/2 10 1/2
 175 Empire, 6 1/2 6 1/2
 140 Kentuck, 18 1/2 18 1/2
 1375 Alpha, 30 1/2 30 1/2 31 1/2
 Belcher, 37 1/2 37 1/2 37 1/2
 840 Chollar, 94 1/2 94 1/2 94 1/2
 465 One Virginian, 44 1/2 46 1/2 46 1/2 46 1/2
 330 Sierra Nevada, 21 1/2
 1870 California, 30
 170 Battalion, 53 1/2
 870 Exchequer, 13 1/2 14 1/2 15 1/2 15 1/2
 35 Sivage, 18 1/2
 485 Overman, 75 1/2 74 1/2 74 1/2
 485 Justice, 27 1/2 27 1/2 27 1/2
 1400 Succor, 23 1/2
 1945 Union Con., 11 1/2 11 1/2 11 1/2 11 1/2
 2450 Lady Bryan, 3 1/2 4
 200 Julia, 15
 140 Caledonia, 59 60 50 1/2.

Afternoon Board.

70 Meadow Valley, 1
 260 Elko, 20 1/2 19 1/2 19 1/2
 140 Eureka Con., 14 1/2
 200 Alps, 4 1/2 4 1/2
 150 Adams Hill, 2 1
 300 El Dorado South, 1 1/2 1 1/2
 780 Leopard, 9 1/2 9 1/2
 1305 Jefferson, 4 1/2 5
 650 Empire, 1 1/2 1 1/2
 4900 Potosi, 3 1/2 3 1/2 3 1/2 3 1/2 3 1/2 3 1/2
 2000 Tidore, 1
 600 Manzanita, 55c 55c
 440 Advance, 9 1/2
 100 Gen Con., 70c
 50 Dethorne, 1 1/2
 200 Gen Thomas, 7
 5 St. Patrick, 4
 1025 Golden Charlie, 13 1/2 13 1/2
 20 S. Charlott, 2 1/2
 150 Poorman, 80c
 80 Kilkenny, 4 1/2
 870 Baltimore, 4 1/2 4 1/2
 200 Main, 18 1/2
 410 Silver Hill, 11 10 1/2 10 1/2 10 1/2
 1700 Dayton, 1 1/2 1 1/2 1 1/2
 610 Rock, 1 1/2
 100 Daridanies, 2
 665 New York Con., 2 1/2 2 1/2
 200 Mint, 85c
 300 Nevada, 50c
 210 Lady Washington, 3 1/2
 510 Adonis, 1 1/2 1 1/2 1 1/2
 900 W. E. 41 1/2
 50 Niagara, 1
 400 N. Carson, 60c 62 1/2c
 650 Cosmopolitan, 2 1/2c 3 1/2c
 200 Leviathan, 1 1/2 1 1/2
 270 N. Con. Va., 1 1/2
 1100 Prospect, 6 1/2 6 1/2 6 1/2
 100 Monumental, 1 1/2
 160 W. Belcher, 2 1/2 2 1/2
 650 Maryland, 7 1/2
 200 M. Star, 4 1/2 4 1/2
 325 Trojan, 1
 300 Webster, 1 1/2
 3500 S. City, 3 1/2 3 1/2 3 1/2

Street Quotations.

2:40 O'CLOCK P.M.
 Confidence, 20 1/2 Imperial, 10 1/2 asked
 Dayton, 8 1/2 Chollar, 8 1/2
 Union Con., 19 1/2 Empire, 7
 G & C, 21 1/2 asked Exchequer, 16 1/2
 Ophir, 65 1/2 California, 90
 Mexican, 26 1/2 Jacket, 101
 Alpha, 37 1/2 asked Overman, 74 1/2 asked
 Belcher, 37 L. Bryan, 4
 Con. Virginian, 44 1/2 Suage, 18
 Justice, 27 1/2 asked Succor, 24

GREENBACKS.

Buying, .88 Selling, .89
 Gold in New York yesterday, .113 1/2

OUR MINERAL WEALTH.—Washoe county contains within her borders mineral wealth which, when fully developed, will place her in the front rank. Of the precious metals we have gold, silver, lead, coal sulphur and so far as known, the only deposits of cinnabar in the State. These give promise of furnishing quicksilver equal to the yield of any in California. The showing already made in Evans Creek District, near Reno, and that now at Steamboat Springs, warrant the belief that many men will make large fortunes out of this industry in the next few years. Our bed of sulphur is believed to be a more pure article, than that in Humboldt county, and is far more accessible to market. The coal veins near Verdi and Wadsworth are wide and rich, and will be fully developed this summer. Of the extent and richness of large bodies of ore at Peavine there is no question. The fact has been demonstrated, and the leading mine, the Consolidated Poe, will soon start off with handsome bullion shipments. Outside capital was never offered such a tempting bait as that now held out by Washoe county. Mining men, of capital and experience, in the time to come, will find this a true prophecy. Before the close of the year Washoe county will be apt to astonish the world.

PHYSICIAN AND SURGEON.—Dr. Bergman's town practice is constantly increasing. In brief it may truly be said that as a "medicine man" and surgeon the Dr. is a success. He is the physician and surgeon of the C. P. R. R., and his route extends from the Summit to the Humboldt House, between which points he is the sole boss.

OUR steam engine has been shipped, and can be expected along almost any day.

QUICKSILVER EXCITEMENT.—The discoveries of quicksilver and sulphur recently made near Steamboat Springs has culminated in an excitement of the wildest kind. On Sunday the whole country was taken up by parties from Reno, and every claimant alleges that his location is a solid mass of cinnabar, nearly the pure vermilion. San Francisco men, who have been examining the discoveries the past two weeks, have bought one of Louis Dean's and Tom Wheeler's claims for \$10,000, and the money was deposited to their credit in San Francisco yesterday. The same parties offered to bond the adjoining claim belonging to the said parties for \$120,000, but Dean and Wheeler refused the offer. The prospects look bright for a regular quicksilver main, as the whole section for miles west of the Springs is said to be rich in cinnabar. Stick a pick in it anywhere and under the crust it is found. Experts will be on hand in a few days to make a thorough investigation. That these discoveries are valuable and permanent no one pretends to deny, and the future alone will tell exactly how rich and the extent of such richness. The "find" is a lucky one.

THE STORM AGAIN.—What shall we say about the weather? We would much like to speak fair of it, but it will persist in being disagreeable. For forty-eight hours it has been one continual fall of snow, threatening destruction to all pleasure, blockade to the railroads, and a thousand other inconveniences which it alone can bring.

ANNUAL MEETING.—The regular annual meeting of the stockholders of the Nevada State Gold and Silver Mining Company, for an election of a Board of Trustees to serve the Company the ensuing year, and for transaction of such other business as may come before the meeting, will be held at the office of Secretary, on Friday, March 31, 1876.

LADIES desirous of having their old Summer hats pressed into new and fashionable shapes are hereby requested to please send them to me between now and Tuesday next.

Respectfully,
 Mrs. JULIA PRESCOTT,
 Milliner.

STOCKS.—Several advanced yesterday, and the general market was very strong. The season for pay days is close at hand, and the bulls are willing to let the honest workingmen in at high rates. Then down they go again, at least for the time being.

CATTLE SHIPPED.—Sandy Crocker shipped from here yesterday 145 of the finest beef cattle ever forwarded to the San Francisco market. They filled nine cars, and the railroad company charge \$90 per car.

POPULATION ON THE COUNTRY.—There are some notable deductions to be made from the census taken in a number of States during the past year. One of the most noticeable is the absence from the polls of a large number of citizens. In fact, the evil seems to be on the increase. As to increase of population, the returns from fourteen States (in one of which, Michigan, the census was taken in 1874,) show an addition to that of 1870 of at least 2,000,000 persons. The accurate character of the returns from three States—South Carolina, Louisiana and Texas—are disputed. In the two first named States the enumerations are said to have been incompetent. In Texas the returns are an estimate based on a school census. The actual increase in the other eleven States is 1,612,000. This makes approximately an increase for the whole country of about six millions. The present decade when it closes will show a larger proportionate increase than any of those who have predicted.

Mrs. H. Love wishes a situation as housekeeper. Inquire for three days at Leeper's Hotel.

Specimens of Oregon shingles will be exhibited at the Centennial.

All parties on the Reno Lumber Co. are hereby requested to settle their indebtedness on or before the 1st day of April, 1876. The business will still be carried on by the same firm, but upon a CASH PT. All orders accompanied with the coin will be promptly attended to.

RENO LUMBER CO.

BANKING.

D. A. BENDER.

G. T. BENDIS

D. A. BENDER & CO

BANKERS AND BROKERS.

(Chelovich's brick building, Commercial Row.)

RENO, NEVADA.

DRY GOODS.

ALL ARE NOTIFIED THAT

JACOB PRESCOTT

Has moved into his

New Brick Building.

And that he is now ready to sell his immense stock of

J. E. JONES.

JAS. H. KIRKAD.

J. E. JONES & CO.

BANKERS AND BROKERS.

Commercial Row, Reno, Nevada.

Buy and Sell

CURRENCY AND EXCHANGE

MINING STOCK, U. S. BONDS.

MAKE COLLECTIONS, RECEIVE DEPOSITS

And do a general

BANKING BUSINESS.

Correspondents, Anglo California Bank,

San Francisco.

FANCY GOODS.

(O)

AGENTS FOR

Phoenix, of Hartford, Home of

New York and London Assurance

Fire Insurance Companies, &c.

AGENCY OF THE

NEVADA BANK OF SAN FRANCISCO.

AT VIRGINIA CITY, NEVADA.

MILLINERY,

In witness whereof I have hereunto set my hand, and caused the Great Seal of the State to be affixed. Done at Carson City on this, the ninth day of February, 1876.

L. R. BRADLEY.

By the Governor —

J. D. MINOR, Secretary of State,

By CHARLES MARTIN, Deputy.

1/2 in

HYMERS & EVANS'

TRUCKEE

LIVERY, FEED AND SALE STABLES

Cor. Sierra and Second Streets,



Reno, Nevada.

HORSES,

BUGGIES and

SADDLES HORSES.

To let, and Horses Boarded by the Day, Week or Month. Terms to suit the times.

I also have attached a large Hay Barn, with good Stables. Also, Corrals for Livestock, well watered.

SHEAR TO LET.

D. & B. LACHMAN,

Brick Store, Commercial Block,

Importers and Dealers in

DRY GOODS,

CLOTHING, ETC

JUST received direct from the East the latest Spring styles of

WALL PAPER,

Which we offer at greatly reduced prices.

In order to close out our Winter stock we offer the same at cost price.

THE MINT,

Virginia Street, Reno,

J. C. BROWN & CO. Proprietary

The Finest Brands of

WINES,

LIQUORS,

AND CIGARS.

Kept Constantly on Hand, at

Wholesale and Retail

Established 1874.

DRY TAL PEAK SALOON.

CHARLES BECKER, PROPRIETOR.

Virginia Street, Reno, Nev.

Always on hand

COKE & COKE,

With the best of

Wines, Liquors and Cigars.

TO THE LADIES OF RENO AND VICINITY.

FALL AND WINTER

DRY GOODS.

Of the Latest Fashion at

BABINET & BROTHER'S

Reno Dry Goods Store.

WE HAVE just received a large Rehearsal stock of

DRY GOODS.

This Department is replete with elegant goods

and special styles, and constitutes the most com-

plete assortment ever offered in this town, com-

prising the following New Spring Styles.

French, English and American Prints,

Drop de Bismarck, Pictures,

Japanese Papillons, Batistes,

Issued every morning (Monday excepted.)

C. C. POWNING,
PUBLISHER AND PROPRIETOR.TERMS OF SUBSCRIPTION:
One year (by mail).....\$10.00
Six months.....6.00
Three months.....3.50
To be paid by carrier in Reno at 25 cents per issue.
No paper forwarded by mail unless paid for in advance.ADVERTISING RATES:
One square (ten lines), first insertion.....\$3.00
Each subsequent insertion.....1.00
One column, one month.....35.00
Half " "15.00
Quarter " "10.00
Eightieth " "8.00
Bumper cards, per month.....3.00
NOT All transient advertisements must be paid for in advance, in United States coin. Monthly advancements payable at the end of the month.

TRAVELER'S GUIDE.

Arrivals and departures of trains and stages at Reno.

GOING EAST.

Central Pacific express train arrives at 2:30 A. M. and leaves 2:50 A. M.

Central Pacific emigrant train arrives at 4:10 A. M. and leaves at 4:40 A. M.

GOING WEST.

Central Pacific express train arrives at 11:40 P. M. and leaves at 12:05 A. M.

Central Pacific emigrant train arrives at 2:10 P. M. and leaves at 2:45 P. M.

GOING SOUTH.

Virginia and Truckee express train arrives at 11:20 P. M. Leaves at 3 A. M.

Virginia and Truckee freight trains leave at 11 A. M. and 3 P. M.; leave at 1:30 A. M., 12:45 P. M. and 5 P. M.

GOING NORTH.

Hammond & Wilson's stages leave for Susanville at 3 A. M.; returning at 6 P. M. Fare \$12.

Hammond & Wilson's stages leave for Pe. vine every morning at 8 o'clock; returning arrive at 4 P. M. Fare \$15.

FOR REFERENCE.

UNITED STATES.

President.....U. S. GRANT, of Illinois
Vice President.....T. FENWICK, of Michigan

THE CABINET.

Secretary of State.....HAMILTON FISH, of N. Y.
Secretary of Treasury.....E. H. BROWNSTON
of Massachusetts.Secretary of War.....JAMES BELKNAP, of Iowa
Secretary of the Navy.....Geo. E. ROBBINS,
of New Jersey.Secretary of Interior.....Z. CHANDLER, of Mich
Attorney General.....E. P. BREWSTER of New York
Postmaster General.....MARSHALL J. WELL of Conn

SUPREME COURT.

Chief Justice.....J. B. WATTS, of Ohio

Associate Justice.....N. CLIFFORD, of Maine

" "DAVID DAVIS, of Illinois
" "N. H. SWAYNE, of Ohio

" "S. J. FIELD, of California

" "WM. STRONG, of Penn

" "J. P. BRADLEY, of New Jersey

" "WARD HUNTER, of New York

ARMY.

General.....W. T. SHERMAN, of Ohio

Lieutenant General.....PHIL. SHERIDAN, of Ohio

NAVY.

Admiral.....DAVID D. PORTER

NEVADA.

U. S. SENATORS.

WM. SHARON, JOHN P. JONES
MEMBER OF CONGRESS.M. L. LARSON, WM. WOODBURN
STATE GOVERNMENT.

Governor.....L. R. BRADLEY

Lieutenant Governor.....J. W. ADAMS

Secretary of State.....J. D. MINOR

Controller.....W. W. HOWARD

Treasurer.....JERRY SCHOOLING

Attorney General.....J. R. KITTRELL

Mineralogist.....H. R. WHITFIELD

Surveyor General.....JOHN DAY

State Printer.....J. J. HILL

Sept. Public Instruction.....S. P. KELLY

Judge of Supreme Court.....C. F. BICKNELL

JUDGES OF SUPREME COURT.

Treas. P. HAWLEY, (Chief Justice) W. H. BEATTY

WARNER EARLE,

COUNTY DIRECTORY.

S. H. WRIGHT.....District Judge

H. B. COOMBE.....District Attorney

J. S. SHOEMAKER.....Clerk

J. E. JOHNSON.....Sheriff

J. H. KINKEAD.....Under Sheriff

G. W. HUFFMAN.....Treasurer

J. B. WILLIAMS.....Auditor

E. A. FRASER.....Assessor

C. W. JONES.....Public Administrator and Coroner

A. J. HATCH.....Surveyor

OAK RING.....Supt. Public Instruction

COUNTY COMMISSIONERS,

PELLE BROWN, ORRIN BOSS

Commissioners meet first Monday in every month.

District Court meets first Monday in January, June and October.

NOTICE.

I HEREBY CAUTION THE PUBLIC NOT
to trust my wife, ANNIE FORBES, on my
account as I will not pay any bill of her con-
tracting.

THOS. FORBES.

Reno, Feb. 19, 1876.

FOR SALE.

J. CLARK has over 300 tons of stock

which he will sell for \$5 per ton.

JAN. 20.

PRINTING.

DAILY AND WEEKLY

NEVADA STATE JOURNAL.

CENTENNIAL.

1776. 1876.

PROCLAMATION

Chicago and Northwest-
ern Railway!THE POPULAR ROUTE OVERLAND TO
the East Passengers for Chicago, Niagara
Falls, Pittsburg, Philadelphia, or New York, Chi-
cago, New York, Boston or any point East, should
buy their

THE DAILY JOURNAL

FURNISHES THE LATEST NEWS FROM
all parts of the Coast, and is furnished to
subscribers

For \$10 a Year.

THE WEEKLY JOURNAL

IS MADE UP FROM THE DAILY, AND
contains more reading matter than was
ever published by a weekly in Washoe County.

TERMS, \$4 PER YEAR.

JOB PRINTING DEPARTMENT

MERCANTILE

TRADE,

MECHANIC,

CAPITALIST,

PLEASURE SEEKER,

FOR THE

WOOL! WOOL!

SEND YOUR WOOL TO THE OLD-ESTAB-
LISHED HOUSE OF

CHRISTY & WISE,

They do not speculate on your shipments, but
endeavor to get you the highest market price,
and sell each parcel on its merits. They beat all
other houses in securing high prices the past
year.

WOOL SACKS,

SHEEP SHEARS,

WOOL TWINE,

TOBACCO

And all other articles connected with the trade,
furnished at lowest rates. Sheep sold on com-
mission.

Glycerine Dip and Carbolic Dip

At Reduced Rates.

CHRISTY & WISE,

607 Front Street San Francisco.

Jan-10-17

JOURNAL JOB OFFICE!

POSSESSING FACILITIES UNSURPASSED

by any Establishment in Nevada, we are pre-
pared to do any and all kinds of work, such as

Letter Heads,

Bill Heads,

Blanks,

Cards,

STATEMENTS,

SHIPPING BILLS,

BALL INVITATIONS,

CHECKS,

RECEIPTS,

BLANKS,

ETC., ETC.

At Prices that Defy Competition.

Nevada.

And we invite all those desiring anything in our
line of business to call and examine specimens
and prices, being confident that we can give
ENTIRE SATISFACTION. We have purchased
and made arrangements to be constantly supplied
with every needed variety of

PRINTING PAPER,

So that we are able, upon short notice, to print

ANY CLASS OF WORK.

CLOTHING EMPORIUM

223 Montgomery Street,

Russ Block.....San Francisco.

Wholesale and Retail Dealer in

Fine Custom-Made Clothing!

GENT'S FURNISHING GOODS.

Trunks, Valises, Carpet Bags

Etc., Etc., Etc.

THE O'HARA CHAMPION

CHLORIDIZING FURNACE,

GUARANTEED TO CHLORIDIZE FROM 85

to 95 per cent. of any gold or silver ore

that is not more profitable for smelting. The

chain and all mechanical arrangement guaran-

teed to not be affected by the heat or gases.

ORDERS FROM ABROAD

Will be promptly filled, and forwarded to any

address, "C. C. P."

C. C. POWNING,

Publisher and Proprietor.

RENO, NEVADA.

MERCANTILE.

LEGAL.

SUMMONS.

NOTICE.

IN THE DISTRICT COURT OF THE SECOND

JUDICIAL DISTRICT OF THE STATE OF NEVADA, in

and for the County of Washoe.

The State of Nevada, to ELIZA W. SWIFT, greeting:

You are hereby required to appear in an action

commenced against you, by MICHAEL L.

SWIFT, Plaintiff in the District Court of the

Second Judicial District, in and for Washoe

County, State of Nevada, and answer the com-

plaint filed within ten days after the service

of this summons, (irrespective of the day

of service), if it serve out of said County, or twenty

days if served out of said County, but within

said District, and in all other cases forty days;

or judgment by default will be taken against

you according to the prayer of said complaint.

The said action is brought to obtain a judgment

and decree of this court dissolving and forever

annulling the bonds of matrimony existing be-

tween Plaintiff and Defendant on the ground

that Plaintiff is a felon.

In testimony whereof, I, the Clerk of said

Court, do sign and affix the seal of

said Court to this summons, this 1st day of February,

A. D. 1876.

J. S. SHOEMAKER,

Clerk of the District Court of the Second Judicial

District, in and for Washoe County,

Plaintiff's Attorneys.

Feb 1.

SUMMONS.